

**INFORMATION:** Congestion Mitigation and  
Air Quality Improvement (CMAQ) Program

Director, Office of Planning Operations, FTA  
Director, Office of Environment and Planning, FHWA

TPL-10/HEP-40  
A. Marner, x60096  
M. Savonis, x62080

Regional Federal Transit Administrators  
Regional Federal Highway Administrators  
Federal Lands Highway Program Administrator

Attached is a summary of fifth-year activities that were funded under the CMAQ program in fiscal year (FY) 1996. Major findings included in this report are as follows:

- ! The obligation rate of CMAQ funds continued to increase to its highest levels yet (from 42 percent in FY 1992 to 111 percent in FY 1996).
- ! The distribution of funds among project categories in FY 1996 varied slightly from FY 1995 expenditures. For example, out of total obligations in FY 1996, the States funded nearly 39 percent for transit and 37 percent for traffic flow improvements (FY 1995 CMAQ annual reports showed higher percentages for transit and lower percentages for traffic flow improvements).
- ! This was the fifth year in a row that the transit category represented the largest share of total overall CMAQ obligations nationwide (nearly 39 percent in FY 1996).
- ! The remaining types of CMAQ activities (including shared ride, other, pedestrian/bicycle, and Surface Transportation Program (STP)/CMAQ projects) increased slightly over funding levels shown in FY 1995 (23.1 percent in FY 1996 vs. 20.4 percent in FY 1995). In States without nonattainment areas, the use of STP/CMAQ funding levels also showed a nominal increase between FY 1995 and FY 1996. Only two experimental pilot projects were shown in FY 1996 CMAQ annual reports submitted by States.
- ! Similar to the previous findings of earlier FY 1992-95 CMAQ annual reports, additional efforts should be made in terms of providing clear project descriptions (especially in terms of identifying the project category/type, phase, and location).

- ! In addition, some of the CMAQ funding expenditures were not clearly described in terms of Federal CMAQ expenditures within the submitted FY 1996 reports. Some of the States funding levels reported were not consistent with the obligated levels reported as part of the Fiscal Management Information System used by FHWA for tracking funding obligations.
- ! The effort to quantify the emissions effects of CMAQ project proposals continue to improve, as evidenced by the annual reports most recently submitted by the States. In FY 1996, the percentage of CMAQ proposals which had been quantitatively assessed for reducing emissions was shown to be 75 percent (in comparison, only 28 percent of CMAQ projects were assessed for emissions reductions in FY 1992).
- ! Further improvements could be made by States to prepare the CMAQ annual reports in a consistent manner. For example, some States did not properly report the emissions reduced in metric units of kilograms per day removed from the atmosphere.

Copies of this report have been sent to all FHWA and FTA regional offices. We ask your assistance in further disseminating this report to the appropriate FHWA division offices, metropolitan planning organizations, as well as other interested parties.

\_\_\_\_\_  
signed  
Kevin E. Heanue

\_\_\_\_\_  
signed  
Robert W. Stout

Attachment